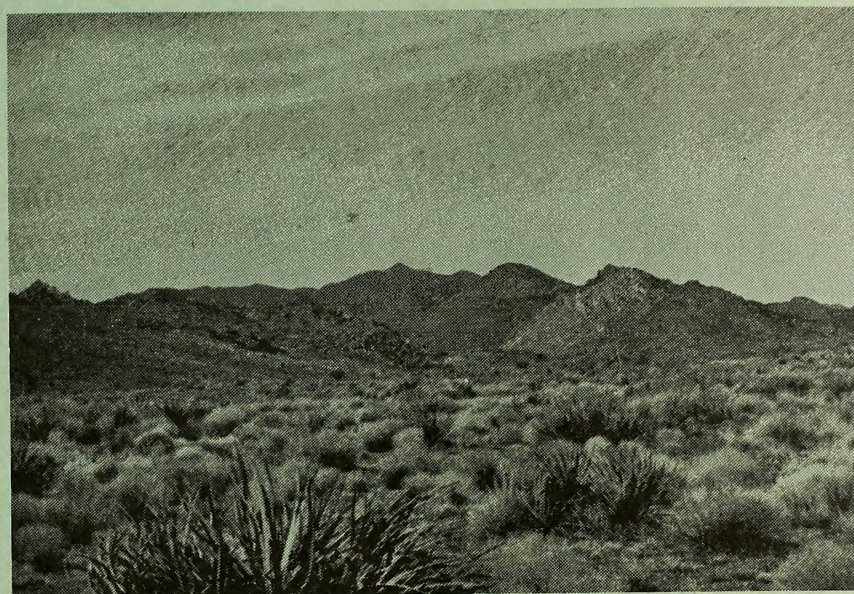


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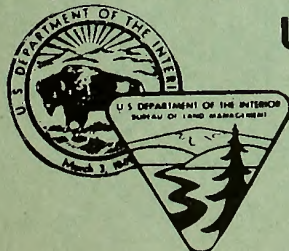
SCOPING MEETINGS FOR THE CROSSMAN PEAK ENVIRONMENTAL STATEMENT



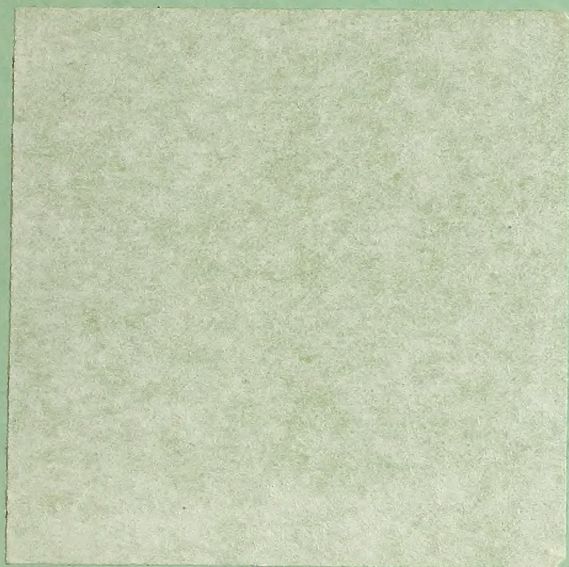
FEBRUARY 22, 1979

Prepared by

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To Persons Interested in BLM's Crossman Peak Environmental Statement:

The Bureau of Land Management (BLM) held two important scoping meetings in Lake Havasu City, Arizona on February 22, 1979, to identify issues and concerns related to a Federal Aviation Administration (FAA) proposal to construct an Air Route Surveillance Radar Facility on Crossman Peak or two alternative sites (Cherum Peak and Harquahala Mountain) all of which are in western Arizona. The objectives of these scoping meetings were to bring involved agencies, organizations and individuals together and through the work-group process identify parameters (scope) within which the BLM Environmental Statement Team could concentrate its efforts.

The two meetings produced seven work groups comprised of six-to-ten individuals each. Working independently, the groups developed 50 issues (some of which were duplications), questions or impacts significant enough to be listed. The number and diversity of items listed indicated to the BLM that a wide spectrum of interests were well represented at the meetings.

It is the purpose of this brochure to describe the results of the Lake Havasu City scoping meetings. The prioritization individuals gave each item is also presented. Most importantly, the interpolation and application of the results is also discussed. All participants in the session are listed and additional written comments received by BLM are summarized.

BLM employees who were directly involved in the meetings were gratified by the number and knowledgeability of persons attending.

For the BLM Team, for BLM employees in Yuma, Phoenix, and Lake Havasu City who were not able to attend the sessions, and for myself, I wish to personally thank you for taking the time to get involved and helping us identify the issues germane to this FAA proposal. We hope this brochure helps you understand the meetings and how we propose to use your contributions.



Karl L. Kipping

Project Manager

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BACKGROUND AND NEED FOR SCOPING

What is Scoping?

Final Regulations implementing the National Environmental Policy Act, Part 1500, provide that there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. The regulations direct that this process will be termed scoping and that as soon as practicable after its decision to prepare an environmental impact statement the lead agency (BLM) shall publish a notice of intent in the Federal Register.

The regulations further direct that the lead agency shall invite the participation of affected Federal, State, and local agencies, and other interested persons (including those who might not be in accord with the action on environmental grounds).

In addition to the input gathered in the course of scoping meetings, more information is drawn from direct contact with interest groups, agencies and individuals by resource specialists and team members in the course of research. Written comments are also received as a result of news releases and notices in the Federal Register.

The regulations are designed to determine the scope and the significant issues to be analyzed in depth in the environmental impact statement and identify and eliminate from detailed study the issues which are not significant or which have been addressed in prior environmental review.

Information developed through the scoping process is then integrated with materials produced in preparation of the environmental analysis. The purpose, then, of scoping is to reduce the length of the environmental statement and emphasize real alternatives.

The Work Group Process

Information generated at the scoping meeting was developed by selecting a single question to be addressed by each individual participating. Because the question was key to the process, it was carefully selected and worded in order to provide for a wide range of response while providing a unified format for subsequent interpretation and evaluation.

The question developed by the BLM Team was:

"What issues or impacts do you anticipate would require the most critical analysis by the Environmental Statement Team if a radar installation were constructed at Crossman Peak or the two-site alternative (Cherum Peak and Harquahala Mountain)?"

Meeting Structure

As each participant entered the meeting, he or she was asked to register and provide a mailing address. Each was given a packet to help understand the nature of the problem to be addressed (a small map was included).

The meeting was opened and the format described. A presentation of the proposal was made by FAA personnel.

After the presentation participants were asked to join small work groups and were given a copy of the question.

The work group process involved the silent generation of issues, round-robin listing of those issues, and finally, prioritization of the five issues each participant thought most critical or important.

WORK GROUP ISSUES AND IMPACTS IDENTIFIED

When the work group process reached prioritization stage, participants were asked to list the five issues or impacts they thought most important on a scale of descending importance. When BLM tabulated results, issues listed first were assigned five points, issues listed second were assigned four points, issues listed third were assigned three and so on. Some participants listed more than five issues in which case one point each was assigned the fifth issue and beyond. Several participants listed fewer than five issues in which case the same point values were assigned as above as far as the issues recorded went, i.e., if there were three issues recorded they were assigned five, four and three points from first to last.

The point values assigned were used to emphasize differences, not to impute quality, intensity or other quantitative significance.

GROUP "A"

<u>Issue or Impact</u>						<u>Total Point Value</u>
1.	The proposal or alternative will impact bighorn sheep habitat if constructed.	5,5,5,5,	4,		1,1	26
2.	The access road to the Crossman Peak facility would cross mining claims.	5,	4,			9
3.	The radar facility might adversely impact radio and television reception.	5,	4,	3,		12
4.	Construction of an access road would adversely impact a potential wilderness study area.	5,5,	4,		1,	15
5.	Construction of road, tower, ancillary buildings and utility lines would adversely impact visual resources.		4,4,	3,	2,2,2,	1, 18
6.	Access road control would constitute a problem.		4,	3,	2,	9
7.	Areas opened by the access road would be subject to litter and pollution.		4,		2, 1,1,	8

GROUP "B"

	<u>Issue or Impact</u>			<u>Total Point Value</u>
1.	Traffic during construction of the Crossman Peak Radar Facility would cause severe impact along the access road.	5,	4,4,	13
2.	Existence of the access road would cause continuous maintenance and recreational traffic.	5,	4,4, 3,	16
3.	Entrance and exit to the Crossman Peak site should be placed distant from Lake Havasu City.	5,5,5,	4, 1,	20

GROUP "C"

<u>Issue or Impact</u>		<u>Total Point Value</u>				
1.	What impact will the radar facility have on radio and television reception?			2,		2
2.	If the facility is built, will air traffic increase in this area?					
3.	How will construction of a radar facility affect wildlife on Crossman Peak?					
4.	Is this new radar coverage really needed?	5,	4,	3,	1,1,1,	15
5.	Has air traffic in this area been increasing?					
6.	Will construction of the radar facility restrict public access?					

The "C" work group framed the issues they identified as questions. When the individuals listed the five impacts they considered most important, issues developed at other tables were listed with the exception of questions one and four. There seemed to be real doubt within this group as to the necessity of the facility.

GROUP "D"

<u>Issue or Impact</u>		<u>Total Point Value</u>	
1.	If an access road is constructed on Crossman Peak will it be safe for public use?	5, 1,	6
2.	There will be a cost benefit from selection of the Crossman Peak site as compared to a two-site alternative.	4, 1,	5
3.	There are alternative sites that the FAA has not considered (Groom Peak, Pine Peak, Hualapai Peak).	5, 2, 1,	8
4.	Construction of the radar facility would cause scarring and produce a high visual impact.	2,	2
5.	Installation of the radar site would impact the bighorn sheep population on Crossman Peak.	5,	5
6.	A radar site on Crossman Peak would set a precedent for other uses creating a series of long-term impacts.	4,4,	8

GROUP "E"

	<u>Issue or Impact</u>					<u>Total Point Value</u>	
1.	A radar site on Crossman Peak would impact the bighorn sheep population.	5,5,5,				15	
2.	Visual aesthetics will be impacted by the installation of a radar facility on Crossman Peak.		4,4,4,			12	
3.	An access road on Crossman Peak would encourage overuse by off-road vehicles.			3,3,3,	2,	11	
4.	Construction of a radar facility on Crossman Peak would provide a positive impact on flight safety.	5,5,	4,		2,2,2,	1,	21
5.	The cost benefit of one vs. two sites would be a positive impact in using a facility on Crossman Peak.	5,	4,4,	3,	2,	1,1,1,1,	22
6.	Construction and maintenance of a radar facility at Crossman Peak would benefit the economy of Lake Havasu City.					1,1,1,1,	4

Only three persons finally participated in Group "E" and they were able to reach a consensus. They put three negative impacts ahead of the three positive impacts in the order listed.

GROUP "F"

		<u>Issue or Impact</u>				<u>Total Point Value</u>
1.	To what extent will public access be restricted if the Crossman Peak road is constructed?	5,5,5,5,5,5,	4,	3,3,	1,	41
2.	How will a radar facility on Crossman Peak affect radio and television reception?		4,4,	3,	2,2,	15
3.	What will the impact to employment be in Lake Havasu City if the site is approved?		4,			4
4.	A radar facility on Crossman Peak will impact wilderness.	5,5,	4,	3,	2,	19
5.	A radar facility on Crossman Peak will impact the bighorn sheep population.	5,	4,			9
6.	Will the Crossman Peak site be open to other public communication facilities, if the proposal is approved?	5,	4,4	3,	1,	17
7.	Will the radar installation affect the airport in Lake Havasu City?			3,		3
8.	Would the facility impact Indian culture if it were constructed?			3,3		6
9.	The facility would impact scenic quality.				2, 1,	3

EVENING GROUP

<u>Issue or Impact</u>		<u>Total Point Value</u>	
1.	Construction of a radar facility will impact bighorn sheep and wildlife.	5,5,5	1, 15
2.	Construction and operation of a radar facility on Crossman Peak will produce no significant impacts.		
3.	Will the access road be available to the public if a facility is constructed?		
4.	An access road to a radar facility on Crossman Peak will increase the potential for litter and trash.	3,	3
5.	An access road to Crossman Peak would impact mining claims.	4,4,	8
6.	Mine blasting on Crossman Peak would impact a radar facility.		
7.	Would prospectors have access to Crossman Peak if the radar facility was approved?		

After the evening work group had generated the above issues and impacts they were given the opportunity to peruse the work of the afternoon groups. There were six persons in the evening work group and issues and impacts identified by other groups evidently were more significant to several of the participants.

SUMMARY ANALYSIS

This section displays the analysis that BLM undertook using the seven work group issue sheets (items and prioritization).

This is the process used:

Each impact or issue was placed in a category of similar or like items. This step was necessary in order to summarize material developed by the several work groups.

Thirteen major areas of concern were identified. BLM did not anticipate the number or nature of issues or concerns. Categories were identified after the two meetings were completed, however, personal judgement was used in determining categories. It should also be made clear that other persons or groups would not necessarily develop the same number of categories or interpret exactly as BLM has done.

Within each category the point values from work group criteria are totaled. Some categories received relatively few points but emerged in the work of several groups. In these cases concern appears to be broad but not particularly intense. It should be noted that scoping meeting comments are substantially the same as those received in personal interviews and contacts made during preliminary research.

Major areas of public interest and concern, as identified through this scoping process, will be given primary emphasis and consideration during the development of the draft environmental statement. When the draft statement is prepared, it will be submitted for further public review and comment.

SUMMARY OF PRIORITIZATION AND WEIGHTING
ACCORDING TO AREAS OF CONCERN

1. Concern for wildlife, particularly bighorn sheep.

A-26 Evening - 15

D- 5

E-15

F- 9

Total - 70

2. Possible adverse effect on radio and television reception.

A-12

C- 2

F-15

Total - 29

3. Visual impacts of facility and ancillary construction.

A-18

D- 2

E-12

F- 3

Total - 35

4. Impacts to wilderness.

A-15

F-19

Total - 34

5. Positive impacts of access road(s) and new use(s).

9 A- 9 Evening - 8
 F-17

Total - 34

6. Negative impacts of access road(s) and new use(s).

A- 8
B-13

Total - 21

7. Cost benefit of one site vs. two sites.

D- 5
E-22

Total - 27

8. Positive impact in increased air safety.

E-21

Total - 21

9. Concern that all viable alternatives have not been presented.

D- 8

Total - 8

10. Concern that the facilities might not be necessary.

C-15

Total - 15

11. Concern that the radar facility will impact or be impacted by mining.

A- 9

Evening - 8

Total - 17

12. Concern that Native American culture would be negatively impacted.

F- 6

Total - 6

13. Recognition of positive economic impacts of construction and operation.

E- 4

F- 4

Total - 8

WRITTEN COMMENTS

At the time of this printing BLM had received 21 written comments on the Crossman Peak or two-site alternative radar proposals. Several of the comments were detailed and specific, others were simply statements for or against development at Crossman Peak, Cherum Peak or Harquahala Mountain. Each comment has been included in the environmental statement record and will be given full consideration in the preparation of the statement.

Most of the comments either endorsed or opposed the FAA proposals based on impact to one specific factor. Endorsements were based on safety, economic considerations, increased access and the fact that radar installation might set a precedent for other public communications uses. Opposition comments were based on perceived negative impacts to wildlife, aesthetics, wilderness and recreational uses. Collectively, the written comments largely parallel the issues and concerns identified at the two scoping meetings held at Lake Havasu City.

<u>Individual</u>	<u>Residence</u>	<u>Representing</u>
Dennis Roberts	Kingman	Mohave County Planning & Zoning Commission
Carla Schussler	Lake Havasu City	
Jack Stovall		Mohave County Engineering Department
Charlie Royal	Lake Havasu City	Lake Havasu City
Roger A. Johnson	Lake Havasu City	
Lee Shoblom	Lake Havasu City	Shoblom Broadcasting Company
Robert McMillen	Lake Havasu City	
W. J. Trayhan	Kingman	
Andran D. Eldridge	Lake Havasu City	
Dale Smith	Lake Havasu City	
Richard H. Miller	Yuma	U.S. Army Proving Ground
Ralph T. Anderson	Lake Havasu City	
Ray Brown	Lake Havasu City	
Mike Ferdik	Lake Havasu City	
Rich Beaudry	Lake Havasu City	Arizona Game & Fish Department
Ernest Michel	Lake Havasu City	

IndividualResidenceRepresenting

Kent Jackson	Kingman	Arizona Game and Fish Department
Denise Anthony	Lake Havasu City	Lake Havasu City Herald
Dick Cauley	Lake Havasu City	
Tom Barry	Lake Havasu City	Lake Havasu City Sun
Stew Dayton	Lake Havasu City	
Bob Davis	Bullhead City	
Wes Slocum	Needles, CA	
Bruce Mitchell	Kingman	
Heloise Black	Lake Havasu City	
John Kany	Lake Havasu City	
Junivere Kany	Lake Havasu City	
Mr. and Mrs. James Weldon	Lake Havasu City	
Albert Jacquot	Lake Havasu City	
Jim De Vos	Yuma	Arizona Game and Fish Department
Ed Prindiville	Lake Havasu City	
Walter C. Anderson	Kingman	

<u>Individual</u>	<u>Residence</u>	<u>Representing</u>
Dave Rathbone	Kingman	Kingman Sheriff's Department
Jim Jett	Kingman	Arizona Game and Fish Department
R. W. Creason	Lake Havasu City	
Mark Sekayouma	Phoenix	Bureau of Indian Affairs
Jack Cutting	Lake Havasu City	
Walt Nelson	Lake Havasu City	
Bill Caldon	Lake Havasu City	
Harry Henderson	Lake Havasu City	
Randy Mills	Lake Havasu City	

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Pat Port, Environmental Coordinator, San Francisco, California

John Farrell, OEPR, Washington, D.C.

Federal Aviation Administration

Claude Cook, Chief, Radar Automation Division, Washington, D.C.

Wayne Pry, Project Engineer, Western Regional Office

Stuart Halsey, Controller, Western Regional Office

Wallace Landford, Realty Specialist, Western Regional Office

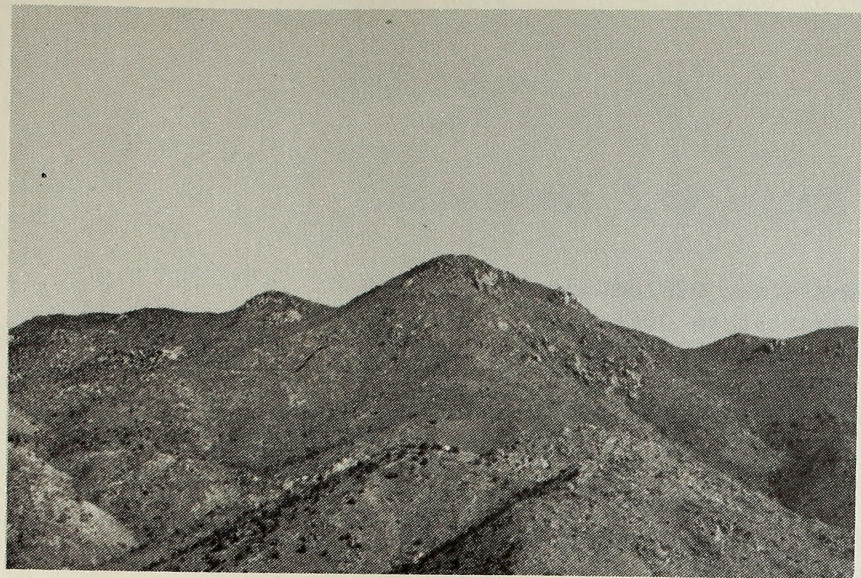
Phil Shelstadt, Electronics Engineer, Western Regional Office

Ron Oberlercher, Electronics Engineer, Western Regional Office

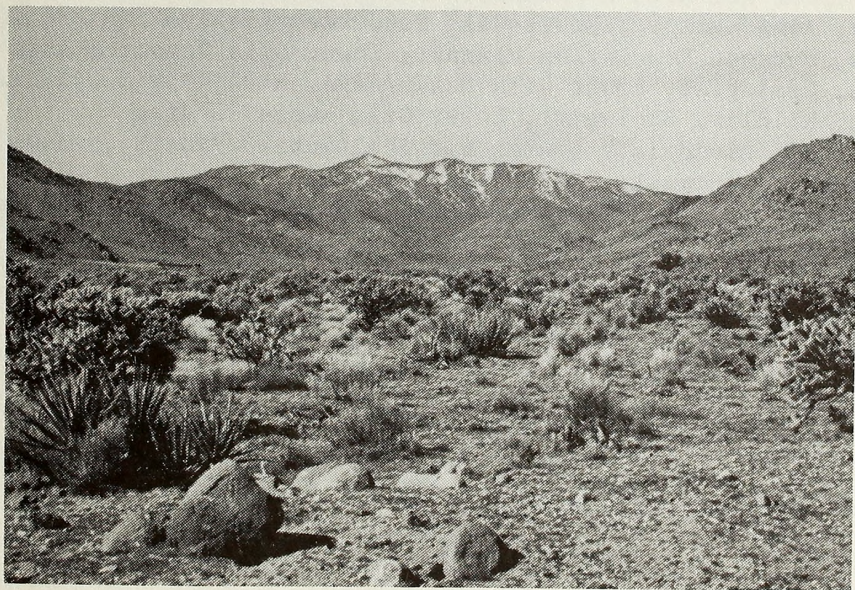
Tom Ferguson, Civil Engineer, Western Regional Office

Bureau of Land Management

Art Tower, Environmental Coordinator, Arizona State Office
Stan Wagner, Environmental Coordinator, Arizona State Office
Karl Kipping, Project Manager, Yuma District Office
Hal Pilkington, Writer-Editor, Yuma District Office
Ken Kuhlman, Outdoor Recreation Specialist, Yuma District Office
Boma Johnson, Archaeologist, Yuma District Office
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John Phillips, Horse and Burro Specialist, Yuma District Office
Allan Borden, Wildlife Biologist, Havasu Resource Area
Judy McGinnis, Illustrator, Yuma District Office
Polly Slater, Steno-Typist, Yuma District Office
Robert Steele, Area Manager, Havasu Resource Area
Jim May, Outdoor Recreation Planner, Havasu Resource Area
Dean Durfee, Area Manager, Lower Gila Resource Area
Leslie Cone, Outdoor Recreation Planner, Lower Gila Resource Area
Hilton Cass, Geologist, Lower Gila Resource Area
Bruce Jones, Wildlife Biologist, Lower Gila Resource Area
Keith Pearson, Sociologist, Denver Service Center
Alan Dickerman, Economist, Denver Service Center
Sylvia Jordan, Wildlife Biologist, Kingman Resource Area



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